Non-avalability of cargo facility in Kashmir

3685. DR. D. VENKATESHWAR RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the eargo facilities are not available in Kashmir after the elosure of Srinagar Airport; and

(b) if so, action proposed lo meet the demand of the local people who have protested on this account?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Sirnagar airport which belongs to Indian Air Force (lAF) has been temporarily closed for flight operations from 8.6.1998 for rccarpcting of the runway. Civil flights arc being operated from Awantipore Air Force Station. Airports Authority of India and lAF have provided all necessary facilities both for passenger and cargo handling at Awantipore Air Force Station.

Procurement of small aircraft

3686. SHRI NARENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is approving the purchase of 22 new small aircraft to cater to urban and semi-urban areas in the country;

(b) if so, what are the new cities likely to be covered, by the air network and what is the time-schedule for their acquisition and dcloymcnt; and

(c) whether action has been initiated to simultaneously prepare the infrastructure so that operational problems do not crop up later on?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) On 25th June, 1998 import permission for 13 new smaller aircraft and 5 new helicopters has been approved.

(b) The airlines arc free to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance with the route dispersal guidelines. The operators are required to import/acquire the aircraft within a period of one year from the date of issue of permission with one time extension for three months by the competent authority on genuine grounds. However, when the aircraft proposed to be imported is a new one with a definite delivery schedule, extension is allowed for the actual lead time of delivery.

(c) Preparation/upgradation of in frastructure is an on-going process.

Code Sharing between AI and lA

3687. SHRI SANJAY NIRUPAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India is facing difficult situation because of shrinking fleet and in absence of code sharing and route rationalisation with sister airline, Indian Airlines; and

(b) what steps are being taken to ensure better coordination between these two Airlines and bring Air India in profit earning position?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Air India has a small and aging fleet. Its code-share services with Indian Airlines have, however, commenced from November, 1997 in a phased manner. A Subcommittee of the Common Board of Air India/Indian Airlines has also been set up to give its recommendations on route rationalization between the two national carriers.

Poor flight hiformaiion service by Indian Airlines

3688. SHRI C. RAMACHANDRAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that accurate and advance information of arrivals and

departures of flights is not properly given by Indian Airlines;

(b) whether it is a fact that passengers find it very difficult to get exact and easy information at ail airports from Indian Airlines;

(c) in what way the Indian Airlines propose to meet this neglect; and

(d) the steps proposed in this regard?

THE MINISTER ' OF CIVIL AVIATION (SHRl ANANTH KUMAR): (a) to (d) All efforts are made by Indian Airlines to give accurate and advance information of arrivals and departures of flights. There is, however, always scope for improvement. Indian Airlines has accordingly taken the following steps to strengthen the flight information system:—

(i) Provision of additional telephone lines at metro cities with hunting facility;

(ii) Telephone with pre-recorded flight information system;

(iii) Easy to .remember three digit telephone numbers i.e. 140/142/ 143 at metro stations;

(iv) The Real Time Automatic Passenger Information Dissemination System (RAPID) is being used at Delhi, Mumbai, Calcutta and Chennai to inform the passengers about rescheduling of the flights;

Aeroplane crashes

3689. SHRI V.N. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of accidents/ aeroplane crashes in Civil Aviation during the last three years;

(b) the reasons for the same; and

(c) whether the safety system has proved to be inadequate?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) During the last three years from 1995 to 1998 (till date), there have been 16 accidents of Indian Civil registered aeroplanes/helicopters.

(b) The reasons are given in the attached statements *(see* below).

(c) No, Sir. Nevertheless measures are continuously taken to enhance the standard of aviation safety such as monitoring of flight recorders, conducting safety audit of operators, conducting safety seminars, carrying out spot checks on ground inflight checks and implementation of the recommendations emanating from investigation of aircraft accidents and other hazardous incidents.

Statement

Accidents during the year 1995

SI. No.	Date	Aircraft	Operator	Probable cause of Accident
1.	1.3.95	Killer Helicopter	Mesco Airlines	Police Hawildar Md. Irdis due to his ignorance and under adverse circumstances had innocently moved into the rotating tail rotor disc while he was on duty to barricade the Helipad.
2.	19.3.95	Cessna 152	Udan Academy, Indore	The cause of accident is attributed to engine stoppage in flight, as a result of fuel starvation due to inadequate fuel on board for planned flight.